

GOVERNOR'S MESSAGE.

*To the Senate and House of Representatives of the
Commonwealth of Pennsylvania.*

FELLOW CITIZENS,

The annual meeting of the legislature affords a periodical recognition of the rights of the people to self-government, and a practical illustration of its policy. This invaluable principle we are bound to uphold, no less from motives of interest, than those of veneration for the memories of our fathers by whom it was established and transmitted to us.

It has hitherto been successfully maintained through the vicissitudes of peace and war; the most sanguine expectations of the genuine friends of American independence have been more than accomplished, and the advocates of the equal rights of man throughout the world have ceased to doubt of the strength and durability of republican government.

An enlightened and patriotic administration of the federal government has elevated its character abroad, while it has realized the hopes and secured the confidence of the people at home.

Pennsylvania, as a member of the union and a separate commonwealth, affords inducements to the exercise of virtue and industry, and security for life, liberty and property.

These blessings, and the degree of health enjoyed under the auspices of Divine Providence in the interior of the state, and the exemption of our metropolis from contagious and malignant diseases, demand our grateful acknowledgements.

The various duties devolved upon the executive during the recess, by the acts of the legislature, have received due attention, and have either been performed or are in a regular course of execution.

The commissioners appointed by law for the erection of the state capitol, have entered into an agreement with an architect to complete the building; a copy of which they will lay before you, accompanied by a report on the subject.

A communication from the governor of the state of Maryland, in relation to the alleged obstructions in the Susquehanna, by the Susquehanna canal company, also a report from the commissioners of the Union canal company, representing the failure of their efforts to obtain further subscriptions for that important work, have been received, copies of which will be submitted to you.

The commissioners appointed to explore a route for a canal to unite the waters of Chickesalungo, Conestoga and French Creek, have not commenced that work, in consequence of the insufficiency of the compensation provided by law. It is however expected that they will ascertain the depression from the top of the lowest of the dividing ridges, and examine the supply of water, which will enable them to decide upon the practicability of the connexion, and that they will report the result in the early part of the session.

The silver medals, directed by a resolution of the legislature adopted the 31st of January, 1814, to be procured and presented to those citizens of Pennsylvania who gallantly volunteered on board of the American squadron on lake Erie, under the command of captain Perry, have been lately obtained. The measures taken for presenting them and for the delivery of the gold medals, directed in the same resolution, shall be the subject of a future communication.

The provisions of the act passed the 29th day of March last, entitled "A supplement to the act entitled, "An act regulating banks," have not been carried into effect against any of the banks of the commonwealth, though it is probable that their operations may have been in some degree influenced by its existence. It is understood that several of them have not been able to maintain their issues of paper upon a specie basis, and the stockholders have determined to wind up and dissolve their institutions; and others have suspended their operations for the present, with perhaps a similar and laudable intent. But whether we regard the conduct of those concerned in the management of banks, or the force of public opinion, there is little reason to apprehend that a recurrence by any bank to an issue of paper upon any other than a specie basis, will either be attempted, or if attempted, acquiesced in. As long as that standard is preserved, it is worthy of deliberate consideration, whether it may not be most prudent to permit the fluctuating paper of our different banks to find its level through natural, rather than artificial channels. In some parts of the state there is an inequality in the current value of the paper of the banks which pay specie promptly for their notes. However desirable it may be to have a perfect uniformity in the paper of those banks, it is very doubtful whether any adequate remedy for the inconvenience can be expected from legislative efforts. The regulation of the currency, is a power delegated by the constitution to the

national government : but the subject is of momentous concern to the state governments; and whatever measure, within the sphere of the powers reserved to them, may be calculated to give stability and permanency to the established standard of value in our country, cannot fail to receive the deliberate and serious attention of an enlightened legislature. The annual report from the banks, directed by law to be made to the legislature, will give more practical information on the subject, and enable them to determine with more certainty, what further regulations it might be proper to adopt.

In turning our attention to the general state of domestic economy, it will be perceived that the present period is one of peculiar difficulty. Whether the pressure for pecuniary resources and general stagnation of business so much complained of, proceed from the improper extension and misapplication of bank credits; excessive importations and consumption of foreign merchandize, heightened by the depression in the price of domestic products and land; the sudden reduction of bank loans; the great depreciation of notes issued by banks that have suspended business; the general distrust of creditors and money lenders, and consequent failure of private credit to afford its usual and necessary aid, or from all these combined with other causes; there can be but little diversity of opinion as to the most efficient and appropriate relief. The subject, therefore, demands the serious consideration of the guardians of the public welfare.

An attentive examination of passing events will justify the conclusion, that notwithstanding many discouragements, there is reason to believe that the general distress has arrived at its greatest height; and while it admonishes us that human happiness is not free from alloy, it exhibits nothing to excite further alarm or create despondency.

The prevailing disposition so strongly manifested among the people in every part of the commonwealth to substitute the consumption of domestic products and fabrics in place of foreign, must, if persevered in, give a new spring to many important and productive branches of internal industry; while the determination no less prevalent to curtail unnecessary expenses at the same time, will greatly contribute to relieve individual embarrassments. When those who are involved in debt, shall have reduced their expenditures within their income, and recommenced in whatever degree the payment of their debts, the apprehensions of creditors and the pressure upon debtors will in the same proportion be relieved; credit will gradually revive, and a restoration of confidence may be expected to cause dormant funds, now locked up by suspicion and distrust, to flow in their accustomed channels. As a further effect of the same causes, we may confidently anticipate a diminution in the sales and sacrifices of property, together with an increased ability on

the part of purchasers and consequent rise in the price of land: the mass of depreciated bank notes will find their way by the payment of debts, into the banks from which they issued; and it is hoped that when any portion of the people shall be relieved from their embarrassments, the formation of other habits in the mean time, aided by their experience of the fatal system of business which has produced so much evil, will thereafter ensure a more cautious and prosperous course.

But whatever may be our reliance upon these operations, as the natural and necessary progress of affairs in a state possessed of so many substantial resources, I submit it to your consideration, whether it would not be practicable and expedient for the commonwealth to co-operate in the general effort to revive credit and arrest the progress of distress. It is believed that a sum of money might be drawn from comparative inactivity by means of the credit of the state, to constitute the fund of a *loan office*, from which loans might be made upon landed security. This would not only prevent many sacrifices of property by legal process, but essentially aid in giving new life and activity to numerous pursuits of productive industry, and facilitate the progress of restoration from the embarrassments that now surround us.

But it is no less necessary to guard against the return of evil, than to devise measures of present relief: our exertions to acquire property are more generally the offspring of necessity than choice; and while a portion of our population incline, either from habit or prejudice, to prefer the fabrics of foreign to those of domestic manufacture, it will be an important duty of the government to endeavor to improve the arts of economy, and encourage the development of our internal resources, as indispensable to our future prosperity.

Whatever doubts may exist as to the policy of our becoming an extensively manufacturing people, the experience of a few past years must have satisfied every discerning mind, that the only safe reliance is upon our own resources, ingenuity and enterprise, which are altogether adequate to the supply of the principal comforts and necessities of life. The community wherein the greatest diversity of appropriate pursuits is encouraged, will feel least sensibly the unfavorable vicissitudes to which all employments are occasionally exposed.

The limited powers of the state government do not admit of an extensive plan for the encouragement of those branches of industry, that are exposed to a foreign competition; but next to securing by commercial regulations the advantage of the home market, the most beneficial measure will be to stimulate improvements in the skill of our artists, and remove the prejudices which oppose the general use of our domestic fabrics. With a view to this object, it is recommended to encourage the organization of societies in the several counties, solely for the

purpose of promoting agriculture, manufactures and domestic economy; and that a sum of money be paid to them from the state treasury, to be distributed by their direction, under proper modifications, in premiums for the advancement of the various branches of internal industry and economy, best suited to the soil, climate and the condition of the people in the respective districts. The time is propitious for the efficacy of such associations; and while the charge upon the treasury would be inconsiderable, the effect of such a stimulus upon a laudable emulation natural to the human mind, would be sensibly felt in the formation of new habits, and in giving an impulse to those pursuits which contribute not less to the permanent prosperity of the community, than to the perfection of our national independence.

On the subjects of education, marriage, the judiciary, militia, and internal improvements, I refer you to my communication to the legislature at the opening of their last session. As, however, it is of great importance to ascertain with precision the extent of improvement to which our inland navigation is susceptible, I would repeat the recommendation, that a board of commissioners be appointed, to make surveys and to take the level of our principal streams, report the practicability of rendering them navigable, and connecting them by canals so as to unite the waters of the western lakes with the tide water of the Delaware near Philadelphia, accompanied with plans and estimates of the expense of execution. The information that might, without much expense, be thereby acquired, would be highly beneficial; and if the measure should be found practicable, as its accomplishment would contribute nearly to the equal accommodation of our constituents, no sectional jealousy can exist against bringing the resources of the state into operation, whenever they may be required for the purpose.

When we consider the proximity of the sources of the eastern and western navigable waters of Pennsylvania, and the probability that a direct water communication may be made by their connection through the state from the Atlantic shores to the waters of the vast regions of the western states and territories, we can hardly overrate the magnitude of the object that opens to our view and invites our enterprize, or the greatness of the reward that awaits us by its completion.

The commissioners appointed by the states of Virginia, Kentucky, Ohio and Pennsylvania, to examine the obstructions in the navigation of the Ohio river, have lately made a report to me, copies of which are herewith transmitted. It is accompanied with drafts and plots with explanatory notes, evincing the ability and assiduity of the commissioners in executing the duties assigned them. Copies of these shall also be laid before you, as early as they can be prepared. They contain a detailed description of the nature and extent of the obstructions,

which it appears can be overcome or removed at a comparatively small expense; and the benefits that would arise therefrom are so fully set forth in the report, that they will, I trust, induce the legislature to adopt the measure it recommends. Whether we view the immediate advantages that would flow to Pennsylvania, and especially to our western city and country by its adoption, or consider the improvement as an important branch in the extensive system of inland navigation alluded to, there is no object of internal improvement to which an appropriation of the amount suggested by the commissioners could be more beneficially applied.

The state being deeply interested in the improvement of the navigation of the river Schuylkill, I was induced in the month of June last to view part of the works that were erected by the company incorporated for the purpose. Some of the dams that had been erected were considerably injured by the last spring freshets, but it is understood that they have been repaired, with improvements for their future security. The circumstance has neither abated the zeal of the company, nor diminished confidence in the utility of the plan of improvement they have adopted; and the work is progressing with an activity that does great credit to the enlightened spirit of enterprize with which it was undertaken.

A company was incorporated in July last, for the purpose of making a lock navigation on the river Monongahela. It is not ascertained whether they have commenced the prosecution of the work, or what are the prospects as to its ultimate success.

It may be proper to state, that if the companies incorporated for the purpose of improving our inland navigation, were directed by law to make annual reports to the executive, of the expense and progress of their respective works, some time previous to the meeting of the legislature, much practical information might thereby be collected and usefully diffused, on a subject upon which we have hitherto had but little experience.

The completion of several turnpike roads, authorised by law to be made, and especially those leading directly from the western and northern parts of the state to Philadelphia, would be attended with important and immediate advantages, and be greatly facilitated by additional aid from the treasury of the commonwealth. The completion of some of the sections of those roads has involved the respective companies, as well as individuals, in heavy pecuniary embarrassments; and as it is believed that this has arisen, more from their disposition to accomplish objects of public utility, than with a view to their private interests, it would be proper to relieve them.

The repeated violation of the laws for the suppression of vice and immorality, evinces the necessity of some efficient measures being adopted for their faithful execution. The breaches of the Sabbath, and the practice of horse racing, with their

accompanying vices, and others of a demoralizing tendency, are openly committed with impunity. The restraining of vice, and inculcation of virtue, are among the highest and most solemn duties that pertain to a republican government; and to effect which, as well as to sustain our political institutions, it is indispensable that the dominion of the laws be maintained.

I cannot forbear to urge upon your attention the necessity of some provisions for the punishment of the crime of kidnapping, more adequate to the prevention of the offence, as well as more proportioned to other punishments for crimes of inferior grade. It is a melancholy fact, that our laws regard the stealing of a horse a more heinous offence than that of stealing a man.

In pursuance of the act of congress for arming and equipping the whole body of the militia, the United States have delivered since the last session of the legislature, to the armorer at Meadville, as appears by his report, five field pieces of six pound ball, with carriages and implements complete for six pieces; also three thousand two hundred and eighty muskets and bayonets, in part of the quota of arms due this state. The United States had not at the city of Pittsburg in May last, rifles to supply Pennsylvania with five hundred, according to the request of the legislature: but from the intimation of the major of ordnance at that city, there is reason to believe they will be furnished in the course of the next year. On obtaining information that the powder remaining in the arsenal at Meadville was in a perishing state, I directed the armorer to sell it, and pay the proceeds of the sale into the state treasury.

It is expected that the adjutant general will shortly be able to procure a return of the militia, the number and condition of the arms, military stores and camp equipage, belonging to the commonwealth; which will, when received, be laid before you. It has, however, been already ascertained, that an additional appropriation will be necessary to complete the repairs and cleaning of the arms in the several state arsenals.

The accounting and treasury departments will, in conformity to law, report to you a statement of the finances of the commonwealth, and a detailed account of the receipts and expenditures at the treasury, for the year ending on the 30th November last, exhibiting a balance in the treasury of \$ 39,591 40; from which, and an especial report from the auditor general made to me, a copy of which is herewith transmitted, it will appear that the proceeds of several branches of the revenue have been diminished, and that a considerable portion of the appropriations towards objects of internal improvement, made by laws enacted several years since, have been paid within the year. There are still large balances of such appropriations unpaid, part of which may be immediately demanded, and the remainder probably within the next and two succeeding years; which renders it indispensable to resort to further loans in order to

sustain the plighted faith of the commonwealth. These reports will also shew that the annual revenues exceed the annual expenses of the government, by an amount sufficient to pay the interest on the debt already incurred, and such further loans as may be necessary to meet existing engagements for the ensuing year; aid, to a certain extent, internal improvements and other objects for the promotion of the public welfare, and also constitute a fund for the gradual redemption of the debt created. The unexpended appropriations will probably not all be paid before some of the former loans may become due; and as the situation of the finances may not warrant their re-imbursement at the stipulated periods, unless specific provision be made for the purpose, I submit for your consideration, the propriety of anticipating their payment, and protracting the time for the demand upon the treasury, by authorising another loan for the whole amount, and issuing stock for the same, redeemable after a given period, at the pleasure of the commonwealth.

In pursuance of an act of the legislature of the 29th of March last, a loan was negotiated with the bank of Pennsylvania, on the 19th of April, for \$50,000; on the 7th of June, for \$40,000; and on the 29th of October, for the like sum, at the rate of six per cent. per annum, payable within four years, in such instalments, as in the opinion of the governor the finances of the state may justify.

The trusts confided by our fellow citizens to the several branches of the government, are at once honorable and arduous; in the discharge of which they have a right to expect from us the exercise of vigilance and wisdom, and also that we inculcate, by private precept and example, the spirit of benevolence and all the virtues of social life; and thereby demonstrate, that the dismissal of party jealousy and rancour is not incompatible with an adherence to political principle.

WM. FINDLAY..

Harrisburg, December 10th, 1819.

DOCUMENTS

ACCOMPANYING THE GOVERNOR'S MESSAGE OF
DECEMBER 10, 1819.

Correspondence relative to obstructions in the river Susquehanna, at the Conewingo Falls.

Harrisburg, March 20, 1819.

His Excellency CHARLES GOLDSBOROUGH,
Governor of the state of Maryland.

SIR—In conformity to the directions of the legislature of Pennsylvania, I have the honor to transmit you a copy of a resolution passed by them on the 16th inst.

I am very respectfully,

Your most obedient servant,

WM. FINDLAY.

Council Chamber, Annapolis, April 21, 1819.

SIR—By order of the Governor and Council, I transmit you a copy of a resolution of the legislature of Pennsylvania, relative to obstructions in the navigation of the river Susquehanna, at the Conewingo Falls, which has been lately transmitted to this department, by the Governor of that state. The Governor and Council direct me to request that you will be so obliging as to furnish them as soon as may be convenient, with such information on the subject of the resolution, as will enable them to make an early and satisfactory communication to the Governor of Pennsylvania.

I have the honor to be,

With great respect,

Your obedient servant,

NINIAN PINKNEY,

Clerk of the Council.

JOHN OLIVER, Esquire,

Governor of Susquehanna Canal company.

Council Chamber, Annapolis, May 1819.

SIR—I do myself the honor to enclose to your excellency the enclosed copy of a letter which I wrote to the governor of the Susquehanna Canal company, for the purpose of shewing to your excellency, that due attention will be paid to your communica-

tion by the executive of Maryland. In the course of a short time you may calculate on receiving a reply to your letter.

I have the honor to be,

With great respect,

Your obedient servant,

NINIAN PINKNEY,

Clerk of the Council.

His excellency the Governor
of Pennsylvania.

Council Chamber, Annapolis, June 30, 1819.

SIR—I have the honor to transmit to your excellency a copy of a communication lately received from the governor of the Susquehanna Canal company, on the subject of the obstruction of the free navigation of that river, alleged to have been occasioned by the works of that company, and which was the subject of your communication of the 20th of March last.

With much respect,

I have the honor to be, sir,

Your obedient servant,

C. GOLDSBOROUGH.

His excellency the Governor
of Pennsylvania.

Baltimore, June 21, 1819.

SIR—I have received your letter of the 21st April, inclosing a resolution of the legislature of Pennsylvania, relative to certain supposed obstructions to the free navigation of the Susquehanna river.

His excellency the Governor and the honorable Council may be assured, that the complaints referred to, and which produced the resolution are without any just foundation.

The charter of the Canal company authorises them to use the water of the river for the purposes of supplying the canal, and also the works to be erected thereon. In exercising this power the company has been extremely careful not to abuse it, or extend their privilege beyond the point that was essentially necessary to answer the purposes for which it was granted, and in every instance they were governed by the opinion and judgment of skilful engineers. The canal is taken from the eastern shore of the river, and commences about five miles south of the Pennsylvania line, at an island, called Lane Island, the entrance being protracted on one side by the island and on the other by the main land.

From the north west point of the island, a wing dam has been extended up the river in a line nearly parallel with the shore, a distance of about 1,000 feet to a ledge of rocks, to which it is secured. The object of the dam is to procure a sufficient head

of water to supply the canal and the works erected thereon with a sufficiency of water at all times. When the river is high it flows over the dam; and in this state, arks, rafts and boats of every kind pass over it without difficulty or danger. When the river is low, it is both difficult and dangerous to descend the natural bed of the river on account of innumerable rocks and shoals, so that the dam cannot be justly considered the obstacle to a free navigation.

By the erection of a dam a fall of about 18 inches is gained, which throws no more water into the canal when the water is low, than is indispensably necessary for working the locks and supplying the different mills with water. The river at the head of the canal is about one mile and one-fourth wide. From the eastern shore to the dam, is only two or three hundreds yards, so that the great body of the river is open and free to all who choose to use it. Instead of an injury, the dam is a great benefit to navigators. It affords a safe and secure harbor for arks and rafts, and has been and will be the means of preventing the destruction of many lives and much property. But by taking another view of the subject, the complaints to the legislature of Pennsylvania will appear to be still more unfounded. The course taken by the pilots before the completion of the canal, was down the west side of the river. That course is still open to them without hindrance or impediment from the art or contrivance of man.

The channel on the east side was formed and cleared at the expense of the Canal company, that there might be one plain and easy direction for the government of the pilots "to hug the eastern shore." The case may be assimilated to a turnpike road formed upon a new rout, leaving the old one still open. Travelers make their option in time, whether they will pay toll for the benefit of the better road, or whether they will pursue the old rout and save the toll. This is the exact situation of things as to the canal, and the channel leading to the canal, those who do not expect to pay ought not to attempt the use of them, but pursue the old, broad and open course. It is probable that a late extension of the wing dam may be the immediate cause of the complaint. This extension was caused by an improvement in the canal; it was heretofore objected by raftmen that great delays took place in passing through the locks, and that rafts were taken apart when they exceeded 90 feet, the length of the chamber, and of course injured.

To obviate this complaint and give dispatch to long rafts (some of which are 150 feet) without separating the parts, inclined planes have been executed which promises to answer the intended purpose. This contrivance rendered an additional supply of water absolutely necessary. To obtain this supply the dam was extended, and to take it away, will be to destroy the utility of a work calculated to facilitate navigation and to injure

the property and interest of the Canal company, without reason or necessity.

These few observations it is hoped will satisfy the Governor of Pennsylvania, that the improvement, and not the injury of the navigation of the Susquehanna is the sole aim, and true interest of the Canal company.

I have the honor to be, sir,
Your most obedient servant,

JOHN OLIVER,

Governor of the Susquehanna Canal.

NINIAN PINKNEY, Esq. Annapolis.

State of Maryland, to wit.

I hereby certify that the foregoing is a true copy of the original on file, in the executive department of the said state.

In testimony whereof, I hereunto set my hand, this twenty-sixth day of June eighteen hundred and nineteen.

NINIAN PINKNEY,
Clerk of the Council.

Report of the Managers of the Union Canal Company.

His excellency the Governor of the
Commonwealth of Pennsylvania,

SIR—In compliance with the duties of our appointment, under the act of the legislature, passed the 29th day of March 1819. We after due notice, on the 17th day of May opened the books of subscription for the additional shares, as prescribed by the law in the Union Canal company of Pennsylvania, and continued them open for ten days without any success.

Our failure at this time has induced us to address the president and officers of the Union Canal company, urging their immediate procedure in the raising of money by lottery, that no time may be lost. Should a favorable change in the times enable us or others to re-open the subscription with fairer prospects from an increased fund for this great national improvement, from the funds raised by the sale of the lottery.

We are sir, with due consideration,
Your obedient servants,

J. RIDGWAY.
SAML. MIFFLIN.
CADW. EVANS, Jun.
THOMAS BIDDLE.
FR. CAMAC.

Philadelphia, July 5, 1819.

Report of Commissioners, on a view of the obstructions of the river Ohio.

The commissioners appointed by the states of Virginia, Kentucky, Pennsylvania and Ohio, to examine the obstructions in the navigation of the Ohio river as contemplated by a resolution of the state of Ohio of the 27th January 1817, having performed that service, respectfully submit the following report:

In the early part of February last, a correspondence was commenced between the commissioners for fixing the proper time of meeting. This correspondence resulted in designating the first Monday in August for that purpose; at which time the commissioners from Virginia, Ohio and Pennsylvania met at the city of Pittsburg. Unfortunately the commissioner on the part of Kentucky, received no notice of this appointment in time to aid in the examination. But from his knowledge of the Ohio river generally and of the falls opposite Louisville in particular, and from the facts collected by his colleagues, he is able to join in the present report.

From the state of Indiana, which was embraced by the original resolutions of the state of Ohio, no information has been received; and it is not known to any of the commissioners, whether that state has acceded to the proposition.

On meeting at Pittsburg the commissioners after examining and comparing the instructions from their respective governments, were clearly of opinion, that although there were but three of them present, it was their duty to proceed with the examination.

On considering the resolution of the state of Ohio, to which those of the other states referred, the commissioners found that it was expressed in very general terms and much left for construction.

Thus situated they were anxious, whilst they avoided every thing involving unnecessary expense, not to omit any preparations or examinations calculated to carry into effect the enlightened views of their respective states.

Although in the opinion of the commissioners, it would have been desirable to have taken a survey of the whole river, and to have ascertained the fall in every mile, yet neither the letter nor the spirit of their instructions authorised this procedure. Their attention was therefore fixed on making an efficient practical and scientific examination of the different obstructions. These generally consist in rocks, sand and gravel bars, and are always located at the different falls or rapids; though in some places there are rapids which present no impediment to the navigation, other than the fall of the water. It was therefore determined to take a survey of each obstruction, to ascertain by actual soundings the depth of water under six feet on each shoal, and the whole fall from the commencement of the rapid to its termination.

For the assistance of the commissioners in an examination thus

varied, it became necessary to employ a surveyor, and to procure a boat and tender with the necessary pilot, chain carriers and boatmen. In pursuance of this determination, Magnus M. Murray, Esq. was appointed surveyor, and the commissioners avail themselves of the present opportunity, to state that he discharged the duties of his appointment, to their entire satisfaction.

Whilst dilating their proceedings in making the necessary arrangements, the commissioners take great pleasure in noticing the prompt and efficient assistance they received from the corporation of the city of Pittsburg. At a special meeting of the select and common councils, a joint committee was appointed with instructions to procure a suitable boat or boats, and the necessary stores; and also to tender to the commissioners, the use of any mathematical instruments belonging to the city, which might be thought necessary. In pursuance of this resolution, the committee procured and placed at the disposition of the commissioners, a large and a small boat, properly fitted up and furnished with necessary stores. In the purchase of these articles, the committee expended five hundred and twenty-two dollars and sixty-four cents, which sum in the opinion of the commissioners, ought to be repaid to them in equal proportions by the respective states, after deducting one hundred and twenty-three dollars, the amount for which the boats and furniture sold when the examination was finished. This attention of the city councils, whilst it forwarded the commissioners in their proceedings, and put them in possession of some instruments difficult to be procured, but indispensably necessary, was also acceptable to them in another respect, as neither of the commissioners had received any pecuniary advances from their respective states.

In making a detail and particular report of the impediments to the navigation, the commissioners refer to the drafts and plots herewith exhibited. The notes and facts there stated, it is deemed unnecessary to embody in any other form.

On considering the impediments to the navigation of the Ohio river generally, it will be seen that they consist principally in bars formed of gravel, and bars formed of sand and gravel; solid ledges of rocks are however found in some places, extending across the bed of the river, and presenting impediments difficult and expensive in their removal. Detached rocks are scattered in every part of the river, forming very serious impediments to the descending navigation; but these are insulated, and in general not attached to the bottom. Hence, although their number is considerable, it is not anticipated that the expense of their removal will be great.

Logs, and in many instances whole trees, with their roots and branches sunk and lying on the bottom, are also numerous. These though sometimes presenting no obstruction, are frequently dangerous, and great care is necessary in avoiding them. It is however, believed that with the application of machinery of sufficient power, all that are dangerous can be removed at an expense comparatively small.

The sand and gravel bars being the most serious, as well as the most numerous obstructions to the navigation, the best mode of removing them, and the probable expense, has exercised much of the attention of the commissioners. In speaking of the improvement of the river generally, they have no difficulty in expressing their decided judgement, that the obstructions can be removed or overcome; and that the navigation of the whole river can be rendered safe and certain at the lowest stages of water, for vessels of sufficient burden, and that at a less expense than is generally supposed: but whether these improvements will be best effected by cutting a channel through the bar, or by raising wing-dams, or whether a channel and wing dams may not all be necessary to overcome the same impediment, can only be ascertained by experiment.

The commissioners deem it superfluous to offer any arguments to shew the advantages that would result from the improvement of the navigation of this noble stream. Were any wanted, it would only be necessary to allude to the loss of property occasioned by the wreck of descending boats, to the painful spectacle of steam boats, barges and even vessels of less burden, locked up for the want of sufficient depth of water; many of them lying on the bars, none of them in a good state of preservation, and numbers going rapidly to decay, whilst through a fertile and populous region of 1000 miles in extent, the commerce and interchange of domestic commodities are completely embargoed.

In a table accompanying this report, the different obstructions are placed in five classes. By this table it will appear, that in the first class, there are eight shoals on which the depth of water at the lowest point on each, is from two feet four inches, to two feet six inches. In the second class there are twenty four, between two feet six inches and three feet. In the third class, there are thirteen between three feet and three feet six inches. In the fourth class, there are twenty-two between three feet six inches and four feet. And in the fifth class are thirty-five between four feet and six feet. It is necessary however, to observe that this classification is made with reference to depth only; and that some obstructions placed in the lower classes will be removed with much less expense than some others, which have more depth of water. By a reference to the drafts it will be seen that some of the bars though shallow, are not of any great extent.

The facts exhibited by this table, sufficiently indicate the obstructions which should be first removed. By commencing with those of the lowest class, and proceeding to the others, the navigation will be rendered of a depth nearly uniform through the whole course of the river.

The commissioners are aware, that it is not specially required of them to suggest any plan to the respective states, for the improvement of the navigation. Their duty principally consists in examining and reporting the obstructions. They are also re-

quired to note the probable expense of their removal; this part of their duty, they have found to be exceedingly difficult, and no estimate they have yet made, has satisfied themselves. Instead therefore, of designating any sum, the commissioners would most respectfully suggest, that each state appropriate ten thousand dollars, to be expended under the direction of agents appointed by the states respectively. That these agents be authorised to act jointly or separately, that they be required to commence with the obstructions of the first and second classes, and annually to report their proceedings to their respective governments.

The sum of forty thousand dollars, judiciously applied, would be of lasting benefit to the navigation, and by the reports of the agents the respective legislatures would be enabled to decide on the expediency of further appropriations.

From satisfactory information, and from the particular knowledge of the river below the falls at Louisville, possessed by one of themselves, the commissioners are enabled to state, that the obstructions in that part of the river are few in number, and generally similar to those above, with the exception of "Little chain" and "Grand chain," which are formed of rock, and at low water present serious obstructions to the navigation.

The commissioners in performing the labors assigned them, at the falls of Ohio, after a careful examination, are clearly of opinion that a canal and locks round the falls, is the only mode by which a safe and convenient passage can be procured for vessels drawing six feet water, at all seasons of the year. To attempt an opening in the bed of the river through the rock, of sufficient breadth and depth to afford a sluice or channel of six feet water, would be a work of much difficulty, great expense, uncertain in its duration, as the labor could only be performed at low water, and at last doubtful as to its consequences and utility. Believing then, that the great object of a safe and certain navigation at all seasons can only be obtained by means of a canal and locks, the commissioners have caused an accurate survey to be made of the river, from the head of the falls to the foot, a drawing of which together with that of the sites, contemplated for canals on each side of the river, will be found accompanying this report.

The estimate of the expense of each canal, as calculated by Mr. Baldwin, on the Kentucky side, and by Mr. Flint on the Indiana side, adding to Mr. Baldwin's calculation two feet of depth in the rock and twelve in breadth, and to Mr. Flint's two feet of depth, is as follows.

ON THE KENTUCKY SIDE,

465 perches in length.

Width at bottom 40 feet.

Depth of water at the lowest stage 6 feet.

Average depth of clay to be removed 14 feet.

Average depth of rock to be removed $8\frac{1}{2}$ feet.

Excavation of clay 214,840 cubic yards at 30 cents per yard,	\$ 64,452
Excavation of rock 96,616 2-3 cubic yards at 1 50 per yard,	144,925
Locks, iron, tools, plank, wages, wing walls, &c.	90,000
Opening the bed of the river,	10,000
Contingencies,	21,217
	<hr/>
	\$ 330,594

ON THE INDIANA SIDE,

868 perches 10 lks. in length.	
Width at bottom 40 feet.	
Depth of water 6 feet.	
Average depth of clay to be removed 35 feet.	
Average depth of rock to be removed 13 feet.	
Excavation of clay, 1,433,856 cubic yards, at 30 cents per yard.	\$ 430,156 50
Excavation of rock 362,453½ cubic yards at 1 50,	543,680
Locks, &c.	90,000
Additional iron, tools &c.	9,000
Additional wages.	23,000
Contingencies.	21,287
	<hr/>
	\$ 1,117,123 50
	330,594
	<hr/>
Difference in estimate,	\$ 786,529 50

It will be seen by this estimate that a canal on the Indiana side will cost more than twice the sum that will be required to complete the work on the Kentucky side. And as the primary object with all corporate bodies in undertaking a public work of this kind is to collect from the tolls a sum equal to from six to ten per cent, on the capital expended, and as the passage of boats or use of the canal, will be the same on either side, the tolls on the Kentucky side may be less than one half of what they will necessarily be on the other.

By a reference to the accompanying drawings, it will appear that the lower junction of the canal with the river on the Indiana side, is from one half to three quarters of a mile higher up the river than that on the Kentucky shore. Between these two points there is at certain stages of water, when the canal will be most used, or somewhat difficult and dangerous passage, which may be avoided by the canal, on the Kentucky side. But as the junction of the canal, with the river as contemplated by Mr. Baldwin, is above the lower point of these dangers, the commissioners are of opinion, that it will be found expedient to change the route and enter the river lower down; this will add to the length of the canal and consequently to the aggregate expense

for excavations on the lower part. Additional expense also, will be incurred in clearing the bed of the river, from the basin, to the mouth of the canal. For the expense of these two items, say \$ 50.000 ; this will make the whole expense of the canal, on the Kentucky side \$ 380.594.

On a full examination of the sites, on each side of the river, the commissioners are clearly of opinion, that the work is practicable on either side ; and that either canal can be made perfectly secure from freshes at any stage of water. But from the estimates of expense, and the junctions of the different canals, with the river, the commissioners are unanimous in giving a decided preference to the Kentucky side.

S. BLACKBURN,
JOHN ADAIR.
EDW. W. TUPPER,
WALTER LOWRIE.

Gallipolis, Ohio, Nov. 2d, 1819.

Report of the Auditor General relative to the fiscal concerns of the commonwealth.

Auditor General's Office, 4th Dec. 1819.

SIR—Agreeably to the request contained in your communication of the 25th of last month, to be furnished by me with the views of our fiscal affairs mentioned therein, viz.

1st. An abstract statement exhibiting the receipts and expenditures for the year ending with the 30th November, 1819.

2d. An estimate exhibiting the probable receipts at the treasury for the year 1820, designating the respective sources of revenue, and the proceeds of each branch.

3d. An estimate exhibiting the probable demand on the treasury for the support of government, and other ordinary expenses for the same year. (excluding special appropriations,) designating the objects of expenditure, and shewing the balance, if any, that may be relied upon as applicable to the payment of interest on existing and future loans, and to constitute a fund for their redemption.

4th. The amount of existing loans, and the interest annually accruing thereon.

5th. The amount of especial appropriations due on the 30th November 1819, designating what amount thereof will probably be demanded during the year 1820.—I have the honor to submit to your excellency the enclosed statements.

Intimations having been given by several of the turnpike companies of their being in sufficient forwardness to make further draughts on the treasury, it becomes my duty to apprize you thereof, and that a part of the deficiency expected to arise in the year 1820, on account of those turnpikes, and appropriations for

other internal improvements, ought to be provided for as soon as practicable.

The State Treasurer concurs with me in saying that the sum of 40,000 dollars will be necessary to meet those calls.

I have the honor to be,

With high respect,

Your most obedient servant,

GEO. BRYAN.

His excellency the Governor
of Pennsylvania.

AN ABSTRACT STATEMENT

Exhibiting the Receipts and Expenditures of the State Treasury for the year ending the 30th November, 1819.

RECEIPTS.

Loans,	180,000
Dividend on bank and other stock,	161,860
Auction duties,	64,332 46
Lands,	38,114 56
Tax on banks,	37,852
Tavern licenses,	30,899 87
Tax on offices,	8,932 32
Miscellaneous,	8,741 80
Militia and exempt fines,	7,625 64
Fees of the office of Secretary of Commonwealth,	1,477 7
	<hr/>
	539,825 72
To which add the balance in the treasury 1st December, 1818,	92,019 81
	<hr/>
	\$ 631,845 53

EXPENDITURES.

Improvements,	278,563 47
Expenses of government,	194,618 66
Militia,	26,334 37
Pittsburg penitentiary,	25,471 69
State capitol,	24,380 11
Pensions,	19,536 85
Miscellaneous,	13,038 1
Interest on loans,	6,749 72
Pennsylvania claimants,	3,000 39
Expenses consequent to the late war with Great Britain,	560 86
	<hr/>
	592,254 13
To which add the balance in the treasury 30th November, 1819,	39,591 40
	<hr/>
	631,845 53

AN ESTIMATE

Exhibiting the probable Receipts at the State Treasury for the year 1820, designating the respective sources of revenue, &c. the proceeds of each branch.

Dividends on bank and other stock,	155,000
Auction duties,	50,000
Lands,	35,000
Tax on banks,	20,000
Tavern licenses,	25,000
Tax on offices,	12,000
Militia and exempt fines,	10,000
Miscellaneous, including old debts, &c.	10,500
Fees—Secretary of states' office,	1,500
	<hr/>
	319,000
To which add the balance in the treasury 1st Decem- ber, 1819,	39,591 40
	<hr/>
	\$ 358,591 40.

AN ESTIMATE

Exhibiting the probable demands on the State Treasury for the support of government, and other ordinary expenses for the same year, (excluding special appropriations,) designating the objects of expenditures, and shewing what balance may be relied upon as applicable to the payment of interest on existing and future loans, and to constitute a fund for their redemption.

Expenses of government,	185,000
Militia,	25,000
Pensions,	18,000
Pennsylvania claimants,	2,500
Miscellaneous, including interest on loans heretofore made,	25,000
	<hr/>
	255,500
Supposed excess of revenue, over the ordinary ex- penditures for the year 1820,	103,091 40
	<hr/>
	\$ 358,591 40
• The probable demands on account of special appro- priations according to abstract No. 5, amount to dollars,	205,159
From which deduct the above surplus,	103,091 40
	<hr/>
Leaving an actual deficiency in 1820, and to be pro- vided for, of	\$ 102,067 60

STATEMENT

Shewing the existing loans, and the interest annually accruing thereon.

Borrowed of the Philadelphia Bank under the provisions of the act of the 23d March, 1818,	100,000	
Borrowed of the Bank of Pennsylvania under the provisions of the same act,	50,000	150,000
Borrowed of the Bank of Pennsylvania under the provisions of the act of the 29th March, 1819,		150,000
		<hr/> \$ 280,000
Annual interest on \$ 100,000 at 5 per cent. is,		5,000
Do. do. 180,000 at 6 do.		10,800
		<hr/> \$ 15,800

STATEMENT

Shewing the existing appropriations unpaid on the 30th day of November, 1819, and what amount thereof may be demanded during the year 1820.

TURNPIKES

Harrisburg and Chambersburg,	5,004 10	
Chambersburg and Bedford,	1,548 20	6,552 30
Susquehanna and Waterford,		179,461
Susquehanna and Tioga,		11,000
Pittsburg, Butler and Mercer,		30,907 80
Blue Ball and New Holland,		3,333 33
Springhouse and Bethlehem,		18,750
Middletown and Harrisburg,		506 82
Wind Gap, Nazareth and Hellerstown,		15,000
Berks and Dauphin,		3,887 20
Bellemont and Easton,		10,000
Lycoming and Potter,		20,000
Beaver through Greersburg to the state line,		15,000
York to Gettysburg,		10,000
Clifford to Wilkesbarre,		2,500
Bridgewater and Wilkesbarre,		9,250 10
Cayuga and Susquehanna,		2,000
New Alexandria and Conemaugh, and Pittsburg and New Alexandria turnpikes, passed 13th March, 1816, about		32,000
		<hr/> \$ 370,148 55

RIVERS AND BRIDGES.

Monongahela river,	30,000
Bridge over French creek,	1,000
Juniata river,	1,000
the Great Conewago,	1,500
	<hr/> 33,500

MISCELLANEOUS.

Philadelphia prison,	14,000
Huntingdon academy,	2,000
Of the appropriation by the act of the 25th of March, 1817, for reviewing the rivers Sus- quehanna and Ohio,	1,000
	<hr/> 17,000
County and state maps, &c.	3,500
State capitol, amount appropriated,	120,000
Deduct materials,	26,304 90
Paid in 1819,	23,695 10—50,000
	<hr/> 70,000
State penitentiary near Pittsburg,	27,090 11
	<hr/> \$ 521,238 66

The information which I have received induces me to estimate the demands on the state treasury on account of the foregoing as follow, viz.

Turnpike roads,	140,000
Philadelphia prison,	14,000
Miscellaneous appropriations, including county and state maps, &c.	3,500
Bridge over French creek,	1,000
Of the balances of appropriations for viewing the rivers Susquehanna and Ohio,	818
And in respect to the following, the time of payment is fixed by law to be within the year 1820, viz.	
State capitol,	30,000
State penitentiary near Pittsburg,	15,841
	<hr/> \$ 205,159

On this view of the probable payments in the year 1820, (on account of the existing appropriations,) the amount of appropriations unpaid on the 30th November next will be dollars 316,079 66, of which it may be proper to state that the sum of dollars 50,000 is for contemplated turnpikes, for I am informed that no company has been incorporated in either of the cases, viz.

Wind Gap, Nazareth and Hellerstown,	15,000
Lycoming and Potter,	20,000
Beaver through Greensburg to state line,	15,000



